SHRI SHARAD PAWAR: Sir, it is correct that the U.S. Government has increased the anti-dumping duty on our aquacultural products. This particular issue was raised with the Government of United States when our Minister of State for External Affairs visited Washington, and he had discussed this particular subject with his counterpart. Yesterday only, I had got a communication that the U.S. Government had decided and they had assured our Minister that they would re-examine the issue. So, we have raised this issue with the U.S. Government.

As regards the chilly procurement, in fact, last year, substantial quantity of chilly was procured, and this year also, the procurement has been started. It is true that in the last ten days, there was some problem from the North-East side, but we have discussed it with the Government of Andhra Pradesh, and we have succeeded in resolving this chilly problems. The chilly procurement has been restarted three days back in Guntur and Prakasam Districts.

Railways plan of modernisation

*604. SHRI R.K. ANAND:††
SHRI SANTOSH BAGRODIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have a plan of modernisation;

(b) if so, the priority thrust areas of such plan;

(c) whether Government intend to make private sector a partner in such plan;

(d) if so, in which sectors, if not, the reasons therefor; and

(e) the general terms of policy to associate private sector in the modernization Plan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) A Statement is laid on the Table of the Sabha.

Statement

(a) Yes, Sir.

(b) The priority thrust areas of the Integrated Railway Modernisation Plan (2005—2010) are modernisation of Passenger Business segment, Freight Business Segment and Other Modernisation Initiatives.

††The question was actually asked on the floor of the House by Shri R.K. Anand.

(c) No, Sir.

(d) Does not arise. In the Integrated Railway Modernisation Plan drawn up by the Ministry of Railways, the total funds required is largely met through the Budgetary Support, Development Fund (DF) and Depreciation Reserve Fund (DRF) and Special Railway Safety Fund (SRSF). A part of the requirement pertaining to procurement of new type of rolling stock/ modification in the existing stock is largely to be met through Market Borrowing, funds for which will be generated through Indian Railway Finance Corporation (IRFC).

(e) There is no separate policy/guidelines to associate private sector envisaged in the Integrated Railway Modernisation Plan.

SHRI R.K. ANAND: Mr. Chairman, Sir, there are a number of train accidents taking place. I would like to know from the hon. Minister whether there is any move to have the modernisation of the track management, bridge management, telecommunication management and disaster management; if so, by what time?

SHRI R. VELU: Sir, the question is about Integrated Railway Modernisation Plan. The hon. Member is well aware that this Modernisation Plan has been formulated after the UPA Government took over. A mention was made about it by His Excellency the President of India in the Joint Session of the Parliament. This Plan aims at achieving modernisation in a period of five years, that is 2005-10. Regarding the specific question relating to safety, yes, we are now allotting more funds for it. The whole Plan is to the tune of Rs. 24,000 crores. Out of that, a portion is meant for safety-related issues like bridge modernisation, track upgradation, etc. As you are aware, now we are trying to increase the speed of the trains. As regards freight trains, we are trying to increase the speed up to 100 kilometres per hour. In the case of passenger trains, we are trying to achieve a speed of 150 kilometres per hour. Now, in the Delhi-Agra segment, we are trying to achieve 150 kilometres per hour. In the same way, two corridors, Delhi-Howrah and Delhi-Chennai, have also been identified. These are all aimed at to see that the tracks are modernised. A mention about the bridges has also been made. They have also been taken care of under the Modernisation Plan. I assure the hon. Member that this will be taken care of.

SHRI R.K. ANAND: Sir, there are a number of passenger trains which are under-utilised. In some of the trains, the capacity utilisation is less than 50 per cent. I would like to know from the hon. Minister what he is doing to see that there is optimum utilisation of the capacity.

SHRI R. VELU: Sir, Though this is not related to modernisation, I would like to answer this question. The passenger trains are, as he puts it, slow-moving trains. But they are meant for the common man to carry them to a short distance. He is also aware that all mail and express trains, Shatabdi, Rajadhani and others, are carrying full load. There is 90 per cent utilisation of the capacity. In the case of passenger trains, there is a possibility for improving their efficiency. They are run with old coaches requiring replacement, etc. We will try to do that. As the hon. Member is aware, we are trying out best to replace these coaches. Most of these trains relate to metre-gauge sections. The metre-gauges are being converted. When we convert the gauge, we will also modernise them and there will be attractive schemes so that the people can take to this mode of transportation. We will take them into account.

SHRI SANTOSH BAGRODIA: Sir, I would like to refer to his own reply to part (b) of the question. it says, "The priority thrust areas of the Integrated railway Modernisation Plan are modernisation of Passenger Business Segment, Freight Business Segment and Other Modernisation Initiatives". I would like to stick to the Freight Business Segment. What kind of modernisation is he planning? Is modernisation, from the Railways point of view, to stop supply of wagons to small plants and small industries? Is this what modernisation means? Or, does modernisation mean improvement in the activities for the benefit of the common man in the country?

Similarly, when he talks about the speed of 100 kilometres and 150 kilometres, so many accidents are taking place in the country. Is he planning, definitely, to put in place anti-collision devices within a time-frame?

SHRI R. VELU: Sir, the hon. Member has been raising this point of servicing the small industries and all that. The Railways are well aware of it. The thing is that in the recent Railway Budget we have announced so many schemes to improve the freight section. He also knows very well that at the end of the five year period of this Modernisation Plan we are aiming at a growth rate of 6.6 per cent in freight traffic. In consonance with that growth rate, we have announced a number of schemes to motivate the people, like own your own wagon scheme, own your own side-tracking scheme, own your own werehousing scheme, improving the terminal systems, etc. These are all aimed at... *(Interruptions)*...

SHRI SANTOSH BAGRODIA: No, No. I specifically asked you about the small industries. ... *(Interruptions)*... Is it a crime to talk about the

small industries? You are saying that I have been raising this issue again and again. You reply mentions about things which not applicable to the small industries. Can a small industry own a wagon? Can a small industry own a warehouse? You please reply to the specific points.

SHRI R. VELU: Sir, I am trying to explain to the hon. Member about the various facilities created in this country not only to take care of the big industries, but also of the small industries. This Government is meant for the common man. The aim of the Government is to have a modernisation plan. ... *(Interruptions)*... Let me finish. In fact, the hon. member is well aware that whenever the Ministry is approached for allotment of rakes to meet the requirement of the small industry, we are obliging it. The hon. Member is well aware of it. We are are even prepared to earmark a certain percentage, if necessary, to take care of the small industry so that they can be encouraged. In fact, last year in Andhra Pradesh, such a claim was made and we had obliged it. Why? Because the aim of this Government is to help the common man, the small man. A big man can take care of himself, but not the small man. The Railway is meant for the common man.

MR. CHAIRMAN: That is enough.

SHRI R. VELU: Sir, I want to answer his question regarding the anti-collusion device. We have already made a big experiment—there is a pilot project—in the North Frontier Railway. It is at an advanced stage. We are going to extend it to other parts of the country also. Sir, we do not want to lose even a single life due to any railway accident.

*605 [The questioners MS. Pramila Bohidar and Shri B.J. Panda) were absent. For answer *vide* page 37].

एकीकृत खाद्य कानून

*606. श्री कमाल अख्तर: क्या खाद्य प्रसंस्करण उद्योग मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि खाद्य पदार्थों को अपनी गुणवत्ता जांच के लिए कई कानूनों से गुजरना पड़ता है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) क्या यह सच है कि खाद्य पदार्थों की गुणवत्ता जांच के लिए कई कानून होने के कारण उनकी गुणवत्ता जांच से संबंधित कार्य समुचित रूप से नहीं किया जाता जिसके कारण वकीलों की कमाई और अदालतों का काम बढ़ रहा है;